Information on the transportation system has been compiled from both local and regional sources which includes the City General Plan Update 2030: Conditions, Trends and Issues Report (2005), multiple local traffic studies, the City 1998 Circulation Element, and information from other local agencies such as the Santa Barbara County Association of Governments (SBCAG), County of Santa Barbara, and City of Goleta. Data on existing transportation facilities and programs was compiled and presented in the separate Transportation Existing Conditions Report (2008; refer to Appendix I). The potential transportation and mobility impacts of *Plan Santa Barbara* are assessed in large part using the Santa Barbara Traffic Model compiled specifically for this project (Fehr and Peers 2008; refer to Appendix I). This model incorporates and builds on data from existing reports and studies as well as new research performed by the project team.

16.1 Transportation Setting

Santa Barbara's transportation system consists of roads, public transportation, bike and pedestrian facilities, parking, and City and regional programs that support and guide the use and development of these facilities, including programs to manage transportation demand.

Congestion on most City streets is usually limited to the morning and/or evening peak commute periods at locations near freeway interchanges. Mid-day congestion on some local arterials (e.g., Upper State Street) and more significant regional congestion on U.S. Highway (Hwy) 101 also occur. Peak congestion periods in some locations have been lengthening. The automobile is currently the primary mode of travel for most trips to, through, and within the city of Santa Barbara and the surrounding region, and this is expected to continue to be true for the foreseeable future. However, public transit use is high for the size of the city, and a relatively large number of commuters also either walk or bike to work. As such, while focusing on roads, the following discussion addresses all modes of the City's transportation system.

16.1.1 Transportation Modes

Factors such as household income distribution, commuter mode splits, and vehicle ownership patterns are important indicators of the likelihood that a person will choose to drive (thereby making a personal contribution to local and regional traffic congestion).

According to the 2000 Census, 66 percent of Santa Barbara's employed residents drive alone to work, with another 13.6 percent choosing to carpool. Public transportation, biking, and walking account for roughly 14 percent of commute trips (refer to Table 16.1). By comparison, the United States and the State of California have drive-alone rates of 79.4 percent, and 71.8 percent respectively. Santa Barbara residents walk to work at a rate of more than double the State and national average, and bike at a rate over five times as high as both the State and national average.

A strong correlation exists in the city of Santa Barbara between income and means of transportation to work. Overall, the median income of those who use public transit to get to work is 40 percent of the median income of all working residents in the City, and the median income of those who walk is 71 percent that of all working residents.

At the same time, there are a significant number of regional commuters driving and taking transit into Santa Barbara everyday. Data from the Santa Barbara County Association of Government (SBCAG) "2007 Commuter Profile" indicate that, although 92 percent of Santa Barbara County commuters both live and work in Santa Barbara County, 10 percent of respondents reported moving a farther distance from work in the past four years in

Table 16.1: Transportation Mode Summary - Commuting to Work				
	Employees Residing in the City of Santa Barbara	Employed within the City of Santa Barbara	Employees Residing in the County of Santa Barbara	Employees Nationwide
Car, truck, or van – drove alone	66.0%	68.8%	70.7%	79.4%
Car, truck, or vanpooled/carpooled	13.6%	14.1%	15.4%	8.7%
Public transportation	4.5%	4.0%	3.8%	4.4%
Biked	3.4%	3.2%	2.3% (winter) 2.7% (summer)	0.6%
Walked	6.2%	4.8%	2.7%	2.7%
Other means (e.g., taxi/motorcycle)	0.7%	0.8%	0.6%	1.0%
Worked at home	5.5%	4.3%	4.5%	3.1%
Source for Santa Barbara residents and employees and nationwide data: 2000 Census. *Source for County of Santa Barbara commuter data: SBCAG 2007.*				

order to obtain more affordable housing. In total, it appears that there are up to 32,000 commuter trips to the South Coast on a daily basis via automobile, with an additional 800 commuters using long-distance transit Figure 16.1)[1]. Of this South Coast total, there are approximately 15,000 commuter trips to the South Coast from the north, and 17,000 commuter trips to the South Coast from the south. Limited data from a 2007 survey by SBCAG indicates that the number of commuters travelling specifically to the City ranges from approximate 16,000-18,000 per day from throughout the South Coast, Ventura and North County. This long-distance commuting causes substantial congestion on U.S. Hwy 101 and SR-154, as well as affecting local City streets.

The lower reliance on the automobile in Santa Barbara is reflected in vehicle ownership rates. Citywide, over half of households either own one or no vehicles, 14 percent higher than the national average. There is a large discrepancy in the number of household vehicles between rental and ownership homes. Whereas over

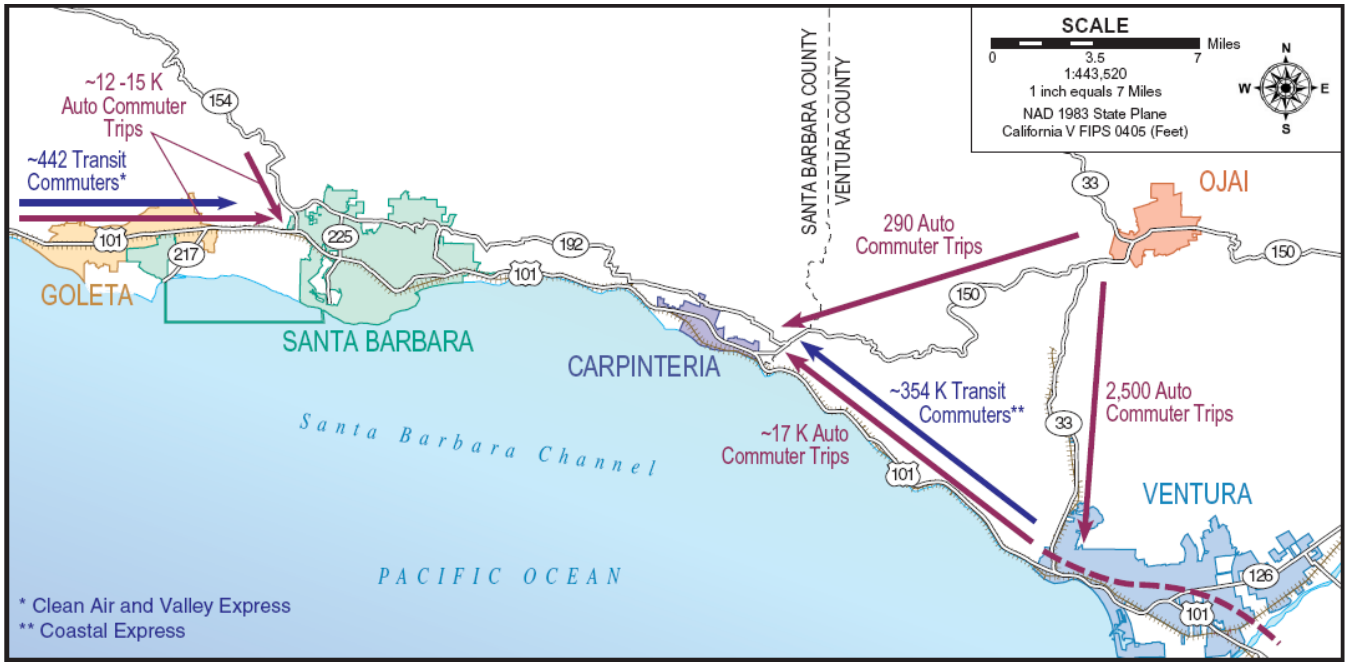

Figure 16.1: Commuting on the South Coast

[1]There is some indication that long-distance automobile commuting is decreasing, perhaps due to high gas prices, changing economic conditions, housing prices, etc. In addition, although precise ridership numbers are not available, long-distance transit use has grown dramatically with the increase in gas prices in 2007 and 2008. 2009 ridership also fell slightly as fuel prices lowered